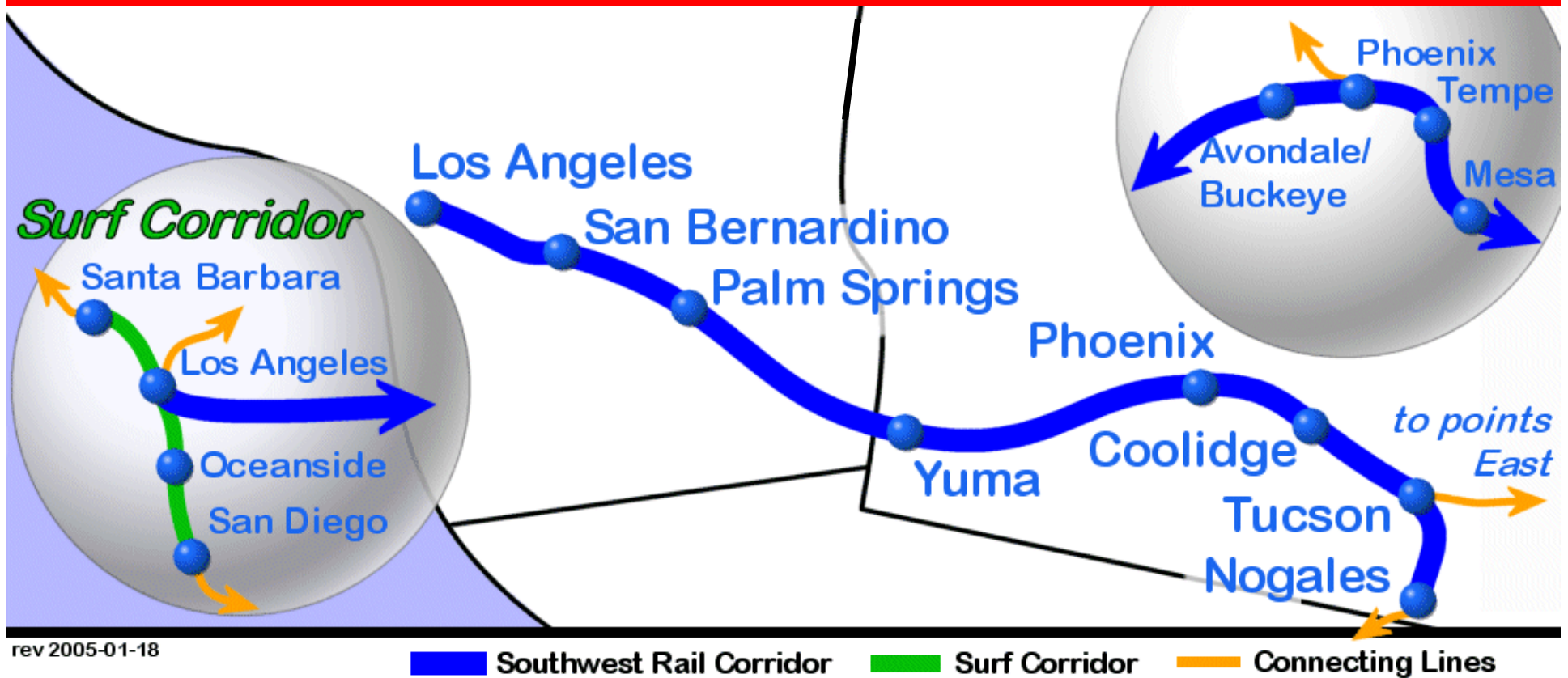


Southwest Rail Corridor Coalition



Presented to the
AZTA Regional/Commuter Rail Symposium
April 28, 2006

Robert H. Bohannon
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Lima & Associates

CROWDED



'Gosh I can

azcentral.com

GROWING SMARTER:
CHALLENGES OF DEVELOPMENT

WHEN PHOENIX, TUCSON MERGE

TUESDAY APRIL 18, 2006

Get your wallet out: Gas hits \$3 a gallon

By Ken Alltucker
THE ARIZONA REPUBLIC

Gas prices bubbled beyond \$3 per gallon at a handful of Valley stations Monday, a sign of a potentially long, expensive summer for motorists.

Some independently owned stations not affiliated with a major oil company were among the highest-priced stations in the Valley.

Learn where you can find bargains on gas in the Valley, from readers' reports, at traffic.azcentral.com.

azcentral.com

At least four stations charged more than \$3 per gallon, while six other stations listed prices a fraction of a penny below \$3, according to PhoenixGasPrices.com.

"People come in here and tell us they think gas costs too much,"

said Theresa Quirion, an attendant at the Red Dog Fuels station at Indian School Road and 27th Avenue. "Right now, we're selling at a loss."

Red Dog Fuels charged just below \$3. The Tumbleweed station across the street listed regular unleaded at \$3.07 per gallon while a Shell Station on a third corner sold gas at \$2.84 per gallon.

See **GAS** Page A12



ROB SCHUMACHER/THE ARIZONA REPUBLIC
Neighboring gas stations in one part of Phoenix reflect a range of pump prices.

pondcar coalition built by Goodyear, Avondale, Buckeye and Litchfield Park, where officials are discussing whether to ask voters to approve city sales-tax increases. New taxes would allow the cities to jump-start Interstate 10's expansion to next year instead of having to wait until 2011.

The funding proposal would require changes in state law. Arizona legislators said other ideas are being considered, including a regional sales tax or a three-county sales tax that would raise extra cash

on freeways.

"The pro the growth years," said one of several talks. "We the place."

Nelson state lawn

Symptoms of air pollution and what you need to know. **A12, A13**

What you can do

- Ride the bus, carpool or work at home. ■ Eliminate unnecessary driving.
- If you see someone burning on a "no-burn day," call the Maricopa County 6010 from 8a.m. to 5p.m. to report a violation, or fill out a complaint form on



By Catherine Reagor
THE ARIZONA REPUBLIC

BILL PLISKE/THE ARIZONA REPUBLIC

all the way south to Sierra Vista at the Mexico border. The Phoenix-Tu

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Southwest Rail Corridor

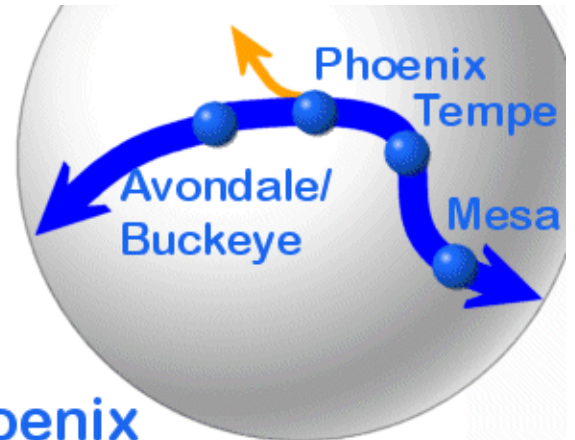
Surf Corridor



Los Angeles
San Bernardino
Palm Springs

Phoenix
Coolidge
Tucson
Nogales

to points East



rev 2005-01-18

 Southwest Rail Corridor  Surf Corridor  Connecting Lines

Southwest Rail Corridor Coalition

Intercity Passenger Rail Studies Conducted for ADOT by Kimley Horn & Associates Recommended Multiple Daily Trips Between Tucson and Phoenix

- **Arizona Rail Passenger Feasibility Study (1993)***
- **Arizona Rail Passenger Feasibility Continuation Study (1994)***
- **Arizona High Speed Rail Feasibility Study (1998)***

Why It's Time to Consider Rail

Transit idea uses existing tracks

Planners to begin commuter rail study in January

By GARIN GROFF
TRIBUNE

Pricey gasoline and far-flung developments are fueling interest in a new way of moving people around the Valley: A commuter rail system.

Regional transportation planners will kick off a commuter rail study in January, following up on research three years ago that got a rough feel for costs and logistical issues. But perhaps the most significant finding was public reaction: Nobody cared. The 2002

A24 THURSDAY, OCTOBER 27, 2005

FROM THE FRONT PAGE

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Officials in Valley supporting rail system

COMMUTE
Continued from A1

where the money will come from or how the tracks will be used.

But advocates, including a growing number of city officials throughout the Valley, express confidence they can find the solutions. They point out that Western states such as Utah, New Mexico and California have found ways to develop commuter rail. And they note that the odds appeared to be stacked against a Valley light-rail system when proponents pushed for it two decades ago.

"Commuter rail is something this Valley is about ready to grab," said Sen. Thayer Verschoor, a Mesa Republican who heads the Senate's Transportation Committee. "The idea of getting on a rail line in Gilbert and getting downtown in an hour or so has a lot of appeal for a lot of people."

The pressure of unprecedented population growth has added a new urgency to a proposal that has been around for more than a decade. Eventually, the rail system could connect Phoenix to Tucson and No-



Supporters of the proposed commuter rail have suggested that Union Station in downtown Phoenix (pictured here) can be used for the new system.

son through South Tucson, Sahuarita and Tubac before reaching Nogales on the Mexican border.

No dates have been estimated for the start of construction, except most agree it would be years in the future even if the process started now, with all the studies, revenue sourcing and design work that would have to be completed, along with reaching agreements with the railroads.

Backing the plan

A few years ago, then-Gov. Jane Hull raised some eyebrows when she voiced support for a high-speed rail line that would run through Southern California, Yuma, the West Valley and downtown Phoenix using existing track lines. That launched a push to preserve track in the southwestern part of the state for future use by passenger trains.

Now, a growing coalition of state and city officials and political leaders back commuter rail. Among them, officials of most West Valley cities, many of whom passed resolutions in support of commuter rail.

Where you can go

The proposed commuter rail system, which would use existing freight railroad rights-of-way, would connect downtown Phoenix to most Valley cities in the East, West and northwest Valley.

■ East: Tempe, Mesa, Gilbert, Queen Creek, before heading south toward Tucson. South of Tucson, the train line could connect with Nogales on the Mexican border.

■ West: West Phoenix, Tolleson, Goodyear and Buckeye, then toward Yuma. From Yuma, it could connect with cities in Southern California.

■ Northwest: Glendale, Peoria, Sun City, El Mirage, Surprise, Wittman and, eventually, Wickenburg. Beyond Wickenburg, a train could head onward toward Nevada.

Other states

Authorities in Utah and New Mexico are already well on the way to developing commuter systems.

In Utah, a groundbreaking

Southwest Rail Corridor Coalition

Population and Travel Growth

TEMPE NEWS

10

THE TEMPE REPUBLIC • FRIDAY, MARCH 31, 2006

5

I-10 congestion worse as Pinal County floods in



AFFORDABLE HOMES,
HORRIBLE COMMUTE

Southwest Rail Corridor Coalition

Availability of Rail Facilities



Southwest Rail Corridor Coalition

Expansion of Connecting Transit Services



Valley Metro



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Importance of Rail Corridor to Transportation Needs



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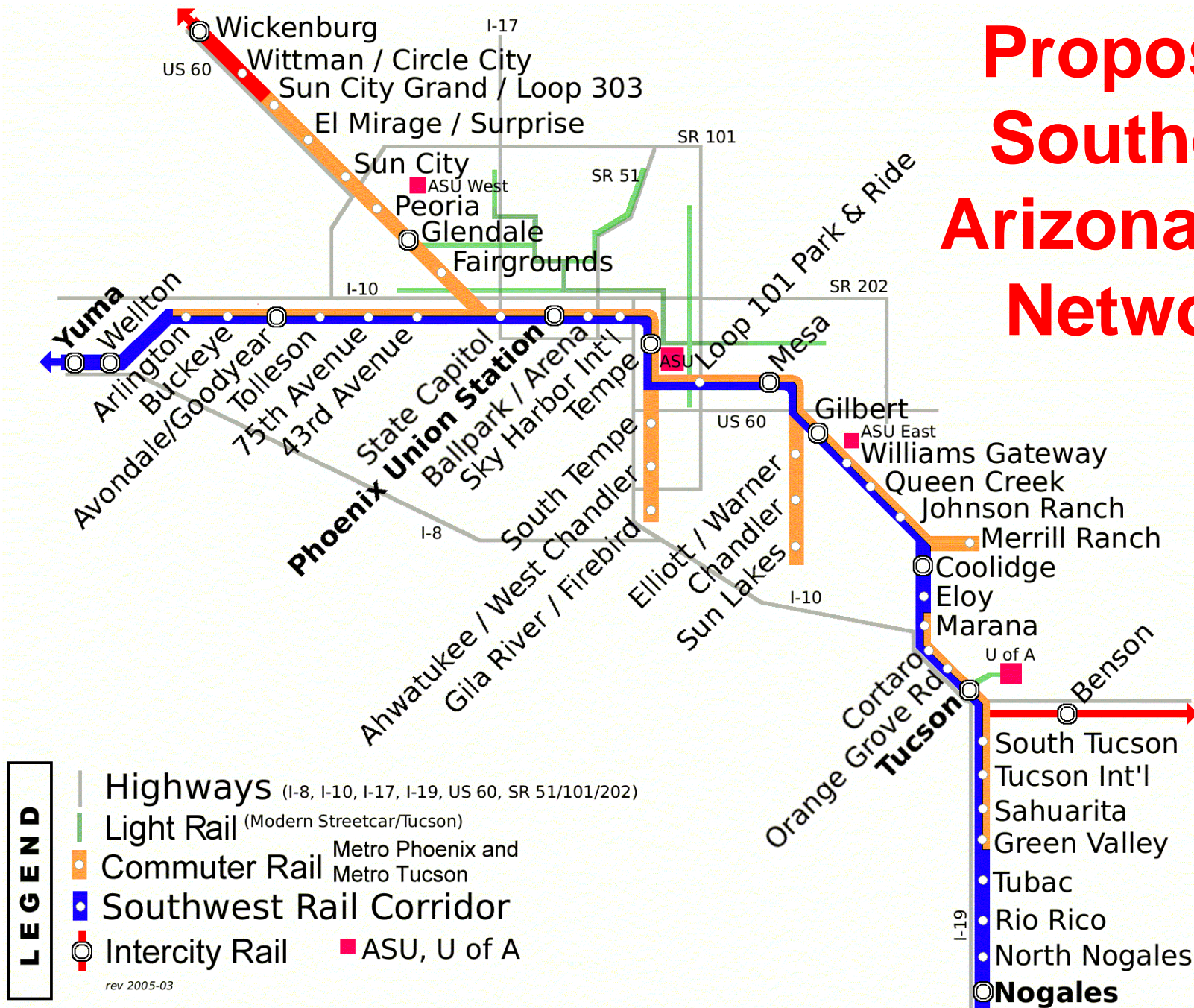
Benefits of the SWRC to Arizona:

- **Links Arizona's major population centers (Tucson and Phoenix) to southern California**
 - Phoenix –Los Angeles ranks as the 14th most heavily traveled metro pair in the country
- **Train service can be implemented concurrently with the widening of I-10, and can act as congestion mitigation during the construction of new lanes.**

Benefits of SWRC to Traveling Public

- **Offers alternatives to increasingly congested roads and the hassles of air travel**
- **Complements existing and improved bus and rail networks in Phoenix, Tucson, and Los Angeles**
- **Provides transportation options to increase mobility and economic development**
- **Can be environmentally friendly alternative to increased single occupant vehicle travel**

Proposed Southern Arizona Rail Network



Rail Corridor Funding Options

- **Federal Transit Administration (50/50 split with state)**
- **Federal Highway Administration (congestion mitigation)**
- **State Government – Legislature would have to identify funding to support rail**
- **Private – The operator of the line (e.g. Amtrak, other) would become a partner with the state/federal government and contribute a share**

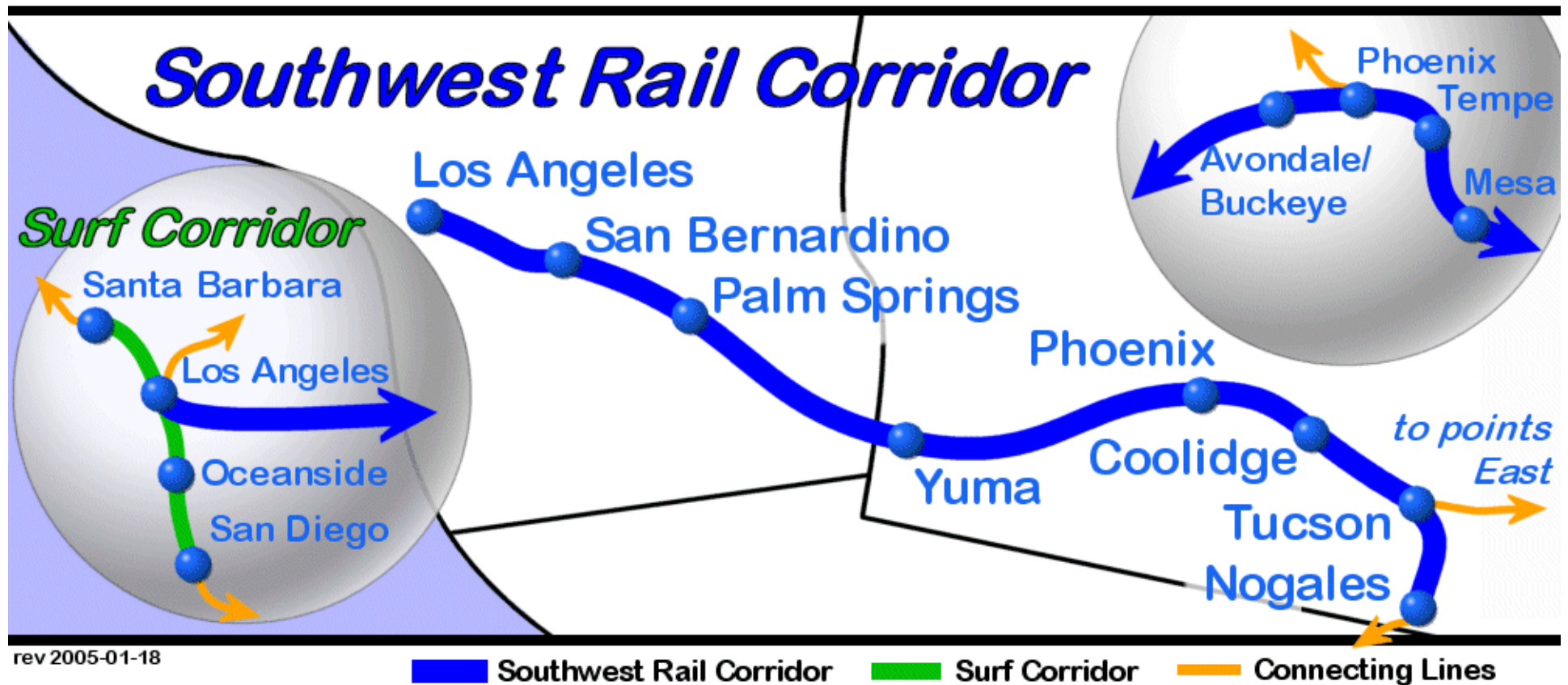
Objectives of the SWRC Coalition

- **Develop Intercity Passenger Rail Along the corridor that Links Yuma, Phoenix, Tucson and Nogales**
- **Reintroduce passenger rail to area with regional commuter rail services**
- **Designate Tucson – Phoenix as the Initial Intercity Development Segment**
- **Encourage the State of Arizona to Develop and Implement an Intercity Passenger Rail Plan**

SWRC Coalition Members

- **Arizona Rail Passenger Association**
- **Arizona Transit Association**
- **Central Arizona Association of Governments**
- **Friends of Transit (Phoenix)**
- **Citizens for Sensible Transportation Solutions (Tucson)**
- **HDR, Inc.**
- **National Association of Railroad Passengers**
- **Old Pueblo Trolley**
- **Rail Passenger Association of California**
- **Stantec Consulting**
- **Yuma Metropolitan Planning Organization**

Q & A



<http://www.southwestrail.org>

Southwest Rail Corridor Coalition